

BOOTH'S SERVICE OF STREET RAILWAY

William T. Jones, Veteran of Trio, Has Been in Employ Forty Years.

NATIVES OF BRIGHTWOOD

Many Changes Have Been Made Since "Jones Boys" Started on Jobs.

Forty years of continuous service on the cars of the Capital Traction Company is the record of William T. Jones.

He has been on the Fourteenth street line since 1875. The line then had a single track and extended only as far north as Florida avenue.

Jones has two brothers, each of whom has been a motorman with the same company for more than a quarter of a century.

Ben Solari has the record for continuous service as a motorman with the Capital Traction Company. He has been in its employ in that capacity since 1883, thirty-three years.

29 Years a Motorman. "The youngest of the 'Jones boys' as they are familiarly known, not only to their fellow-employees, but to many of the patrons of the line, has twenty-nine years as a motorman with the company behind him. All of the three brothers are natives of the District.

They were born near what is now Brightwood, D. C., and spent their boyhood in that vicinity and in nearby Maryland. Each occupies a comfortable home in the northwest section of the city, and each has a family.

Not the least interesting of the group is their mother, Mrs. Margaret Jones, an active little lady of some four score summers, who resides with her son, George, at his home in Morton street.

William T. Jones, the veteran among the company's traffic employees, came to the city in 1875, when twenty-five years old, and worked as a horse-drawn car driver for one of the little horse cars that then ran to Fourteenth street and Florida avenue, on a single track line. The reason it didn't run any further, he explains, was that there wasn't anything out beyond Florida avenue in those days.

He had entire charge of the car, as was customary on the early horse-drawn lines, which employed a crew of only one man to each car. And he remembers how he used to let his horse jog along at its own pace between stops, while he went through the car to take up fares, make change, and issue transfers.

His horse was generally trained to stop when hailed by a passenger, without the driver was on the platform or not.

Regulations Less Strict Then. Warnings that the cars "will stop at street crossings only, and can not stop on curves," had not then been painted on the backs of the seats. The crossing-stop regulations, if there were any, were not very strictly enforced. And a driver who started his car before a late passenger boarding it had gotten inside and taken her seat, was not held in very high esteem by the public, or by his fellow employees, either.

When the larger two-horse cars were installed on the line, in January, 1885, with their two-man crews, driver Jones was shifted to the back platform, and has been working there ever since. He saw the changing over from horse-drawn to the cable system, which was installed in 1887, and which lasted until 1892, and which lasted until the powerhouse at Fourteenth street and Park road was burned down five years later.

The horse-drawn cars were then put back in operation temporarily, while the present overhead system was being constructed. The motorman longest in the company's employ, Ben Solari, who works on Capital Traction line since 1883, as driver of both the one and two-horse cars, and later as operator of the cable cars and on the modern electric system. He was among the first to learn the operation of the new types as they were introduced.

Motorman Solari came to this country from Italy, Ben, and served two enlistments in the army, with the 25th cavalry and the Second artillery regiments. Upon being honorably discharged in Washington, he was employed as a listman, and having married, he turned to civilian employment and went to work for the Capital Traction Company.

Has Son in Service.

James Jones, the second of the three brothers, has been working as a motorman with the Capital Traction for the past twenty-six years, without interruption. He served in the same capacity at two different times previously, first going to work for the company December 22, 1875, a few months after his brother, W. T. Jones, started on his forty-year record of continuous employment.

James Jones now has a son running on the Eleventh street line of the Washington Railway and Electric Company.

The third brother, George Jones, who is fifty-one years old, has been a motorman on the Seventh and Fourteenth street lines since 1887. Like his two brothers, he has never had a serious accident, and has never missed a run for which he has signed up, except during a few brief spells of illness.

It is with this son that the mother of the three Jones boys lives, at her home at 728 Morton street northwest. A. D. Shaner, of 724 Columbia road northwest, another employee of the Capital Traction who has a long record for continuous service. He came to Washington twenty-eight years ago from West Virginia, and has been working as a motorman for the company all that time.

The veteran among the company's whole family of employees, in all its departments, is W. E. Graham. He is foreman of the paintshop at the M street barns. The company's records show that he has been in its employ since 1888.

"Uncle George," Frana, who has worked at practically every barn and shop the company has used, has an interesting story to tell of its history. He started out being his father at the Georgetown stables, where the horse cars that ran from High street (now Wisconsin avenue) to the Capitol grounds, started.

He also has interesting souvenirs of its early history in the form of the 5-cent silver coins that currency then of which were used as fare between

VETERANS WITH CAPITAL TRACTION CO.



JAMES JONES.

Georgetown and the Capitol, or the Capitol and the Navy Yard. The fare was frequently paid, he says, with silver Spanish coins then accepted as money in the Capitol.

The Capital Traction Company takes a pride in the long records of its employees, and rewards them with cash bonuses for faithful service extending over certain periods of years, graduated according to the length of time an employee has been on its pay rolls. There are presented on the 1st day of July of each year, and after ten years of service amount to \$100 annually.

"You can't speak too highly of the Jones boys, or the other old-timers who have been with the company practically all their lives," said an official of the company at its Georgetown offices who is familiar with the records of practically all the employees.

FUNERAL RITES FOR CAPITAL RESIDENTS
Hours and Places of Service Arranged by Bereaved Families.

Funeral services for Mrs. Lillie J. Burroughs, who died yesterday at her residence, 644 L street northwest, were held at St. Agnes' chapel today. Interment was in Glenwood.

Daniel Finegan.
Funeral services for Daniel Finegan, who died yesterday at Emergency Hospital, will be held at St. Andrew's chapel, tomorrow at 8:30 o'clock. Mass will be celebrated at St. Patrick's at 9 o'clock. Interment will be in Mt. Olivet.

Miss Harriet Newell Hobbs.
Private funeral services for Miss Harriet Newell Hobbs, who died yesterday, aged seventy-seven, will be held at her late residence, the Parkwood, tomorrow at 3 o'clock.

Rear Admiral Walker, 71, Dies in Annapolis
Word has been received by the Navy Department of the death from pneumonia, at Annapolis, of Rear Admiral Asa Walker.

Admiral Walker was born in Portsmouth, N. H., in 1845. He was graduated from the Naval Academy in 1866. He was made commander in 1884, and taking command of the U. S. S. Concord in 1897, participated in the battle of Manila Bay, where he so distinguished himself that he was advanced nine numbers for "eminent and conspicuous conduct in battle."

He was raised to the rank of rear admiral in January, 1906, and was appointed in the battles of Baton Rouge, Platts Store, and Port Hudson. He lost his right arm in action at Port Hudson. Captain Wahly was a native of England, but came to this country as a boy. He is survived by a son, William Wahly, who is also critically ill with pneumonia, and a daughter, who lives in Connecticut.

Lasier Funeral Friday.
Funeral services for Thomas Jefferson Lasier, veteran employee of the Navy Department, who died yesterday, will be held at his late residence, 147 Girard street northwest, Friday at 3 o'clock.

Mr. Lasier contracted grip about six weeks ago. He was seventy-two years old, and had been connected with the Navy Department the greater part of forty years.

Allen Funeral Tomorrow.
Funeral services for Henry A. Allen, who died yesterday, and a civil war veteran, who died on Monday, will be conducted at the residence of his daughter, Mrs. Edgar E. Waters, 210 Flager place northwest, tomorrow afternoon at 2 o'clock. Interment will be at Arlington.

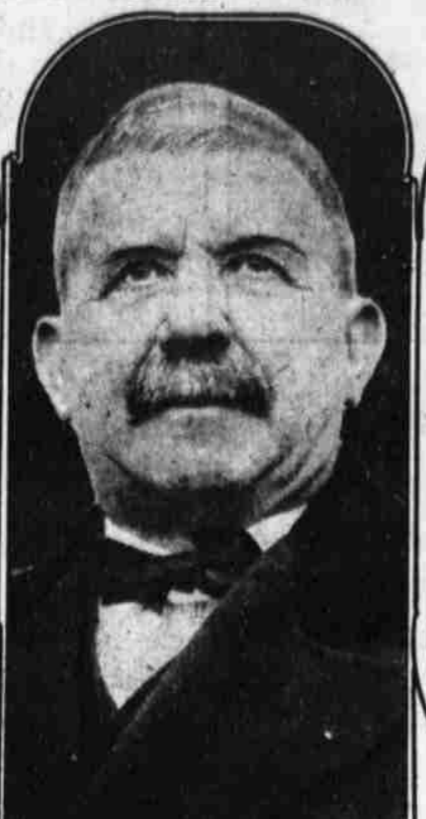
Mr. Allen was a member of Lincoln Post, G. A. R., and of Potomac Lodge, No. 8, of this city.

He is survived by his widow and a son, Harry Allen, of this city.

Sunday Schools Topic.
At the March meeting of the Sunday School Institute, diocese of Washington, held in the parish hall of the Church of the Epiphany last night, Comdr. C. T. Jewell, U. S. N., gave an address on "The Standard of Excellence for Sunday Schools."

The other speakers were the Rev. William C. Hicks, who spoke on "The Use of Lent in the Sunday Schools," and the Rev. W. O. Roome, Jr., who gave a report on a permanent Sunday school exhibit.

Kills Many Prisoners.
EL PASO, Tex., March 8.—Statements as to the number of prisoners burned to death ranged from nine to eighteen today, following the explosion of a tub of gasoline and kerosene in the city jail late yesterday. Many were injured.



GEORGE JONES.



Above—WILLIAM T. JONES.
Below—BEN SOLARI.

COTTON CULTIVATION STOPPED IN MEXICO
Growers in Laguna District Objected to Carranza Money and a Fixed Low Price.

TORREON, Mexico, March 8.—Practically no cotton will be raised this year in the rich Laguna district of Mexico, which embraces the irrigated areas of the Nazza River valley around Torreon. For many years the normal yield of cotton in this region was 100,000 to 125,000 bales.

The abandonment of the industry this year is due to alleged oppressive acts of the de facto government, acting under the direction of "First Chief" Venustiano Carranza. A fairly large crop of the staple was raised last year, but the planters realized no profit from it, despite the prevailing high prices that existed in the United States. Carranza fixed a low price for the cotton and the planters were forced to accept payment in Mexican currency, and the government issued an order prohibiting the exportation of cotton and all cottonseed products except cottonseed cake.

Cottonseed oil mills at San Pedro and Gomez Palacio, in the Laguna district, are now running on last season's seed. Formerly the mills in Mexico exported large quantities of cottonseed cake to Germany, but that market is now cut off and shipments are being made to the United States instead. Uncertainty as to what the Carranza government will do in the matter of confiscating and selling the crops of this year's crop of cotton caused the planters to decide not to grow any.

No Competition.
Everything in the dear old village seems the same to Jones after his absence of four years, says the San Francisco Argonaut. The old church, the village pump, the ducks on the green, the old men smoking their pipes and gossiping—it was as restful after the rush and bustle of the city. Suddenly he missed something. "Where's Hodge's windmill?" he asked in surprise. "I can see only one mill, and there used to be two. The other was gazed thoughtfully around, as if to verify the statement. Then he said slowly: 'They moved one down, and weren't enough wind for two on 'em.'"

Thaw Expected.
"As a result of their long daily glides over the ice they will be married in the spring," says a report of a romance between a Chicago girl and her skating instructor.

And in the spring the ice will melt, and which points of uncongeniality may develop.—Louisville Courier-Journal.

EVERY THREE MINUTES ONE DIES IN THE U. S.
The Anti-Tuberculosis Society illustrates the frightful toll of consumption by extinguishing a light every three minutes, and shows that it is the man or woman, girl or boy, who neglects colds, whose blood is impure, who feels weak and languid, who is the very one to contract tuberculosis—and none are immune.

During changing seasons, or after sickness, blood-cleansing is most important, and if you and your family will take Scott's Emulsion after meals it will charge your blood with health-giving richness, quicken circulation, and strengthen both lungs and throat.

Scott's is free from alcohol—easy to take—it cannot harm. Get a bottle to-day.

Scott & Bower, Room 104 N. J. 12-13



GEORGE JONES.

OVERMAN AGAINST A LOBBY INQUIRY
Wants More Evidence of Pro-German Activity Before Favoring Investigation.

Senator Overman, chairman of the Senate Lobby Committee, said today he would not call the Lobby Committee to order to investigate alleged lobbying by pro-German influences, and especially by the National German-American Alliance through T. L. Marsalis and others.

Senator Overman said that unless there is more evidence of activity than he has heard of, he will not favor an investigation.

Senator Overman of California today gave out a statement saying he did not know Marsalis, and had no recollection of ever having seen him. He declared for warning and for stricter neutrality.

"I believe this nation should be absolutely neutral as between the belligerent nations," he said. "But we are not so now and never have been. I am opposed to the exportation of arms and munitions of war to any of the belligerent nations."

"I regard this aid given by our people to carry on and prolong the war as a moral crime, and that it should be made a statutory crime with heavy penalties," Senator Works said the American people should stand by the President in his future destiny of peace or war in their keeping can be influenced by personal or party considerations to vote against their convictions on such a issue.

Real Estate Transfers.
To Archibald M. McLaughlin, lot 43, square 355, \$10, stamps \$1.
Prospect avenue and Bank street northwest and Peter's Mill street—Rose N. Duffy et al. to Thomas Somerville, lot 22 to E. square 1206, and part of Peter's Mill street, \$10, stamps \$1.
Prospect avenue and Bank street northwest—Maggie Kerwin et al. to John J. Nolan and Walter D. Nolan, one-fifth interest in part of lot 28, square 1206, \$10, stamps \$1.
I street northeast, between Sixth and Seventh streets—Vincenzo Giuliani et al. to Michele and Mary Perri, lot 28, square 87, \$10, stamps \$1.
Van Park—Clara A. Marlen et al. to Edwin R. to Myrtle Griffin, lot 8, square 427, \$24, stamps \$1.
Turkey Thicket—The Catholic University of America to Philip and Jacob—Thomas D. Walsh et al. to James E. Hughes, lot 25 and 26, block 3, \$10, James E. Hughes conveys same property to Thomas D. and Annie M. Walsh, \$10.
Ingleside—George H. Fraser et al. to Leo A. Craven, lot 14, block 3, \$10, stamps \$1.
Columbia Heights—Charles D. Lieberman et al., trustees, to Lincoln L. Pitagore, part lot 18, block 28, \$4,900.

Woman Hermit Dead.
MARQUETTE, Mich., March 8.—Miss Emma Train, known throughout the upper peninsula as "the mystery woman of Au Train," is dead in her little cabin on the shore of Au Train lake.

The woman hermit, whose age is estimated at eighty-five years, was one of the interesting characters of the region of Marquette and Alger counties, and scores of stories were told of her strange actions and of her prowess as a hunter and trapper, occupations she pursued up until the time of her death.

Her life before she took up her homestead and built the little log cabin on Lake Au Train, thirty-two years ago, is not known here. She had few confidants and to those she told strange tales regarding her life and her silent and lonely life, she took up her abode in that lonely, man-forsaken spot in Marquette county.

When she first arrived it was learned that she had been a trained nurse in Sweden before coming to this country.

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SUBMARINES FALL UNDERSEA WORK, FLETCHER INSISTS

Undersea Craft Can Be Easily Driven to Cover, Rear Admiral Says.

Submarines as defensive vessels are ineffective and can be easily driven in, Admiral Fletcher, of the Atlantic fleet, told the House Naval Affairs Committee today.

Under cross-examination by Congressman Callaway of Texas, Democrat, Admiral Fletcher stoutly maintained that the powerful battleship is the most to be desired sea fighter.

"I have been told," Callaway said, "that two submarines could have prevented our troops from landing at Vera Cruz. Is that true?"

"Submarines and mines cannot prevent landing at any place unless backed up by heavy land batteries," Admiral Fletcher answered. "Destroyers and lighter craft can drive in the submarines and sweep out the mines."

"Is it true that a battleship or battle cruiser is helpless before a submarine?" "No. Defense follows offense in its development. The submarine at first was in absolute control of the high seas. It has been prepared to meet it. The submarine will eventually take its place among the auxiliaries, and the battleship and cruiser will remain the leading sea fighters."

"Could not two 10,000-ton cruisers, each armed with two 14-inch guns, be of more service than one 30,000-ton dreadnaught with 16 guns, because of their great speed and mobility?" Callaway asked.

"You must have dreadnaughts to cope with dreadnaughts," the admiral replied.

Under further questioning Admiral Fletcher said he would not attempt to transport troops across the ocean unless he was in absolute control of the high seas.

A landing party, he said, should comprise double the number of men that could be immediately mustered against it by the defender.

Talk of building 500 submarines for defense of the Atlantic and Pacific coast is far from the mind of Fletcher, he said. "Fifty or seventy-five submarines would be a 'reasonably adequate number' for defensive purposes along the Atlantic coast," he said. "Less than that number would suffice on the Pacific. A sea-going type is desirable."

The "jingo" who would make it appear that an enemy could steam into New York harbor or the Golden Gate and take possession of New York or San Francisco before breakfast is talking "buncombe," the admiral said.

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BRITAIN THANKS U. S. FOR LEADING IN WAR

Almost Overnight England's View of German-American Relations Has Changed.

By CHARLES P. STEWART.

LONDON, March 8.—Almost overnight England's view of the German-American situation has undergone a radical change. The belief is growing here that relations between the two countries are growing more tense, and the possibilities of war are being more seriously considered.

Reports from Danish and Dutch sources in the last twenty-four hours declare the feeling of bitterness toward America in Germany is increasing. Whether this is due to the action of Congress in upholding the President's arm stand is not known here.

War insurance brokers at Lloyd's, who have been disquieted to regard the situation seriously, now are alive to the possibilities of a German-American break.

A few requests for insurance against war between Germany and the United States were made today, but the rates quoted were so high that the applicants were considered too low by Lloyd's brokers, and the requests were refused.

The afternoon newspapers emphasize this view of the situation today in headlines on Washington dispatches, reporting President Wilson's triumph in the House yesterday in his effort to break German piracy and "deck" cleared for action are sample captions.

In some quarters, however, the belief persists that Germany will yield.

READ CONGRESSIONAL RECORD EVERY DAY
New Jersey Fireman Makes Publication His Guide, Counselor, and Friend.

NEW BRUNSWICK, N. J., March 8.—The much maligned Congressional Record has at least one appreciative reader. He is John Kelly, foreman of Phoenix Engine Company No. 3. Kelly makes the Congressional Record his daily guide, counselor and friend.

It was not generally known that Kelly took such an interest in the Congressional Record until the city of New Brunswick moved out the fire apparatus from the engine house on Dennis street because the floor showed unmistakable signs of collapse. That it was that the huge pile of Congressional Records was found, faithfully stored away by Fireman Kelly. The city is now building a new concrete floor for the Phoenix boys.

Mr. Kelly's passion for reading the Congressional Record has cleared up a mystery. The Congressional Record has been coming to a newspaper office there every morning, and it had been the bone of the editor's life trying to get some member of the staff to read it and keep the paper posted on the doings of the Jersey Congressmen in Washington. Each reporter had started valiantly at the task, but after two or three days the paper found its way unaccountably into the waste basket, the reporters preferring Noah Webster and the Encyclopedia Britannica or other light authors of that sort.

But after a time it was noticed that the Congressional Record no longer went into the waste basket. Clearly, somebody was reading it. But who? The mystery is explained. Fireman Kelly is the one devoted reader there. Every morning he came to the newspaper office for it, and all day long, in the interim between New Brunswick's infrequent papers, he perused its contents. He soon became an authority on Congress.

Modest College Boy.
The college president was entertaining a freshman at dinner, when the conversation turned upon football. To the student's surprise the president displayed a thorough familiarity with the game and proceeded to discuss it as earnestly as though it had been Greek or mathematics. Indeed, his treatment of the football game was so masterly that the freshman had overlooked that the youth was moved to remark to his hostess: "Well, this talk with President Blank fires me to pursue its contents. It is we never meet any one from whom we can't learn something."—The Argonaut.

A Way Out.
She—Mr. MacKerub says he's going to give me one of his pictures for a wedding present.
He—Nonsense, mind, dear, don't worry. He may forget all about it.—Sketch.

Naturally.
Boardinghouse Mistress—What part of the chicken do you wish?
Freshman—Some of the meat, please.—Pennsylvania Punch Bowl.

'Healthgrams' On Skin—Flashed to Thousands
One of Nature's signals is an unhealthy skin. It is a scientific fact that the skin indicates the condition of the blood and the blood is the building material for the body and all its vital parts. Unless the blood is nourished and kept rich and healthy, it will eventually react on the organs it feeds and reduce the individual to a pitiable condition. Little do people realize the physical ailments that drain away strength and vitality and that can be traced straight to the poor supply of blood. Pimples, Eczema, Salt Rheum, Rheumatism, Carbuncles, Boils, Catarrh with its obnoxious results and the tendency to easily catch cold, Malaria and scores of other equally serious ailments, are all manifestations of bad blood. For over 50 years S. S. S. has been a mighty remedy for these disorders. Thousands of men and women have been relieved or actually cured by S. S. S. Many of them had spent years and hundreds of dollars for other remedies in a fruitless endeavor to regain health—a marvelous tribute to S. S. S. S. S. is purely vegetable and when taken into the stomach is absorbed by the blood, supplying certain elements which stimulate the action of the blood corpuscles and help them drive out impurities and build up the system. With such a tried and true medicine awaiting you at the closest drug store, will you go on suffering and looking badly when so many others similarly afflicted have turned to S. S. S. and found the meaning of perfect health. Our Medical Department will gladly advise you about your case without cost to you if you wish to avail yourself of this service. Swift Specific Co., Atlanta, Georgia.

THROW AWAY HAIR DYES!
Apply Q-Ban Instead—All Your Gray Hair Then Turns Dark, Lustrous Without Dyeing Hair.

When your hair turns gray, streaked with gray, premature or just turning gray, or if your hair is falling; if you have dandruff and your head itches, a few applications of Q-Ban Hair Color Restorer to hair and scalp quickly turns all your gray hair to its youthful dark shade. Entire head of hair becomes clean, fresh, lustrous wavy, thick, soft, full of life, evenly dark and handsome, without a trace of gray showing. Q-Ban also stops itching scalp, dandruff and falling hair, and promotes its growth. Q-Ban is harmless—not a dye—but a delightful hair color restorer. Give it a trial. Sold on a money-back guarantee. Only 50c a big 7-oz. bottle at Riker-Hegeman Drug Store, 1006 F St. N. W., Washington, D. C. Out-of-town folks supplied by mail.—Adv.

White Palace Lunch Rooms
1417 G St. 5th & G Sts. N. W.
1113 P St. Ave. 314 9th St.

AUTOMOBILES
Motorcycles and Accessories.